

AMENDED IN ASSEMBLY APRIL 28, 2004

CALIFORNIA LEGISLATURE—2003–04 REGULAR SESSION

**Assembly Joint Resolution**

**No. 74**

**Introduced by Assembly Member Pavley**

April 12, 2004

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Assembly Joint Resolution No. 74—Relative to hybrid electric vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AJR 74, as amended, Pavley. Hybrid electric vehicles.

This measure would memorialize the President and the Congress to take legislative action to allow single-occupant hybrid electric vehicles that achieve a fuel economy highway rating of at least 45 miles per gallon, and conform to any additional emissions category of the federal Environmental Protection Agency or the California Air Resources Board, or meet any other requirements identified by the responsible agency, to travel in California's High Occupancy Vehicle (HOV) lanes.

Fiscal committee: yes.

- 1 WHEREAS, The price for gasoline has reached record levels in  
2 California, climbing to an all-time high in Los Angeles and the bay  
3 area, and potentially rising even higher during the summer; and  
4 WHEREAS, Increasing gasoline prices can have a negative  
5 impact on California's economy because rising oil prices drive up  
6 the average cost of production of goods and services throughout  
7 the economy and reduce the real income of consumers through  
8 higher fuel prices; and

1 WHEREAS, California is susceptible to chronic price spikes in  
2 gasoline due to tight supplies of refined gasoline and a lack of  
3 competition among the companies that produce and sell gasoline;  
4 and

5 WHEREAS, California's demand for petroleum transportation  
6 fuels will continue to grow, and is expected to increase by 50  
7 percent in the next 20 years, as the number of registered vehicles  
8 in California increases to 31.5 million by the year 2020; and

9 WHEREAS, California's refining capacity has not been able to  
10 keep up with the growing demand for transportation fuels and is  
11 increasingly dependent on the importation of foreign crude oil,  
12 much of which comes from politically unstable regions of the  
13 world; and

14 WHEREAS, This growing dependence on oil from unstable  
15 regions makes the state's economy more vulnerable to external  
16 disruptions and volatile fuel prices; and

17 WHEREAS, Increasing use of petroleum fuels results in  
18 additional climate change emissions including carbon dioxide,  
19 and global climate change is projected to cause environmental and  
20 economic damage to California; and

21 WHEREAS, Increasing use of gasoline causes a decline in air  
22 quality, thereby adversely affecting public health; and

23 WHEREAS, The world supply of petroleum is expected to fall  
24 short of demand after the year 2020, causing the price of petroleum  
25 products to increase significantly; and

26 WHEREAS, On-road fuel economy of cars and light-duty  
27 trucks has remained relatively constant since 1985, and has  
28 actually decreased in years as consumers purchase greater  
29 percentages of sport utility vehicles; and

30 WHEREAS, Most technological improvements to engines and  
31 vehicles have been used to increase performance and overcome  
32 gains in weight, rather than to improve fuel economy; and

33 WHEREAS, Californians would consume 30 percent less  
34 gasoline by 2020 if fuel efficiency in new model light-duty  
35 vehicles were doubled to at least 40 miles per gallon, and that  
36 reduction in gasoline consumption would result in increased air  
37 quality throughout the state as well as a reduction in the state's  
38 dependency on foreign sources of petroleum; and



1 WHEREAS, Hybrid electric drive train technology can  
2 significantly increase vehicle fuel efficiency and, simultaneously,  
3 greatly reduce a vehicle's smog-forming emissions; and

4 WHEREAS, Several vehicle models, using hybrid electric  
5 drive train technology that achieves at least 45 miles per gallon and  
6 as much as 70 miles per gallon fuel efficiency ratings, are readily  
7 available to consumers in California; and

8 WHEREAS, Californians would greatly reduce their gasoline  
9 dependence, improve their own economic condition, and  
10 significantly better the environment and public health if they were  
11 to embrace the use of hybrid electric vehicles that achieve at least  
12 45 miles per gallon ratings; and

13 WHEREAS, *The primary purpose of High Occupancy Vehicle*  
14 *(HOV) lanes is to relieve traffic congestion by offering persons*  
15 *who carpool an easier commute; and*

16 WHEREAS, *In many instances, California's HOV lanes have*  
17 *excess capacity that could allow them to accommodate*  
18 *single-occupant hybrid electric vehicles temporarily, without*  
19 *degrading the HOV lanes' traffic flow or diminishing their*  
20 *attractiveness to carpools; now, therefore, be it*

21 *Resolved by the Assembly and Senate of the State of California,*  
22 *jointly, That the President and the Congress of the United States*  
23 *of America are urged to take legislative action to allow*  
24 *single-occupant hybrid electric vehicles that achieve a fuel*  
25 *economy highway rating of at least 45 miles per gallon, and*  
26 *conform to any additional emissions category of the federal*  
27 *Environmental Protection Agency or the California Air Resources*  
28 *Board, or meet any other requirements identified by the*  
29 *responsible agency, to travel in California's High Occupancy*  
30 *Vehicle (HOV) lanes; and be it further*

31 *Resolved, That the Chief Clerk of the Assembly transmit copies*  
32 *of this resolution to the President and Vice President of the United*  
33 *States, to the Speaker of the House of Representatives, to the*  
34 *Majority Leader of the Senate, and to each Senator and*  
35 *Representative from California in the Congress of the United*  
36 *States.*

